

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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1. The Chief Directorate of the Northwestern Fleet [Glavnoye Upravleniye Severozapadnogo Flota i Portov - GlavSevZapFlot] was one of the 10 chief directorates [Glavks] of the Ministry of the Merchant Fleet subordinate to the Ministry through the 2nd Deputy Minister V.G. Bakayev. Director of the Northwestern Fleet was General Director 2nd Class (MF) Nesterov. Nesterov had two deputies: the first deputy, [redacted] was Chief Engineer, and the second was Chief of the Operations Section, General Director 3rd Class (MF) Mizeritskiy. The Chief Directorate of the Northwestern Fleet was responsible for the operation of the maritime fleet in the USSR northwestern basins, namely in the Baltic, Barents, and White Seas. Five steamship companies were subordinate to the Chief Directorate of the Northwestern Fleet. They were: the Baltic, Murmansk, Northern, Latvian, and Estonian Steamship companies.
2. Until 1945 the Chief Directorate of the Northwestern Fleet was referred to as the Central Directorate of the Northwestern Fleet. In 1945 the Ministry of the Merchant Fleet was reorganized and all its central directorates were designated chief directorates.
3. The 1951 transport plan of the Chief Directorate of the Northwestern Fleet called for the transport of 15,000,000 tons of freight with the following breakdown:

a. Baltic Steamship Company	5,000,000 tons
b. Murmansk Steamship Company	4,000,000 tons
c. Northern Steamship Company	4,000,000 tons
d. Estonian Steamship Company	800,000 to 1,000,000 tons
e. Latvian Steamship Company	800,000 to 1,000,000 tons

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4. The organization of the Chief Directorate of the Northwestern Fleet was very similar to the Chief Directorate of the Southern Fleet, and was as follows:
 - a. Under the Chief Engineer were the following sections:
 - (1) Technical Section composed of three subsections:
 - (a) Ship repair and Industrial Installations Subsection, with six employees.
 - (b) Fleet Operations Subsection, with eight employees.
 - (c) Port Mechanization Subsection, with eight employees.
 - (2) Construction Section, with five employees.
 - (3) Technical Supply Section, with eight employees.
 - b. Under the Chief of Operations were:
 - (1) Fleet Operation Section, with 15 employees.
 - (2) Port Operation Section, with 18 employees.
 - c. Immediately under the Chief Director were:
 - (1) Planning and Economic Section with the following subsections:
 - (a) Fleet Subsection, with three employees.
 - (b) Industrial Installations Subsection, with two employees.
 - (c) Port Subsection, with three employees.
 - (2) Labor and Wage Section, whose chief was Eng. Capt. 3rd Class (MF) Nikolay Shebegoletv. This section had six employees.
 - (3) Accounting Office, with nine employees.
 - (4) Finance Section, with three employees.
 - (5) Personnel Section, with six employees.
 - (6) Administrative Section, with eight employees.
5. The ports under the administration of the Chief Directorate of the Northwestern Fleet could be broken down into three main groups:
 - a. Largest ports:

Leningrad, Riga, Tallinn, Kaliningrad, Arkhangelsk, and Murmansk; they were accessible to even the largest ships, and had the most modern port facilities for handling large cargoes.
 - b. Medium sized ports:

Klaipeda, Lepaya, Ventspils, Parnu, Viipuri (Vyborg).
 - c. Small harbors ~~loading point or trading station~~¹.

These were actually only able to handle no more than two ships at a time. Their port facilities were primitive. They were as follows: Kandalaksha, Dudinka, Molotovsk, Maryan-Nar.

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Harbor Administration

6. The organization of port administration in the Ministry of the Merchant Fleet, in general, was of a stable character. Smaller size ports may have lacked some of the sections and may have had less personnel, but the organization was basically the same and very much like the one described in Krasnovodsk Port. The largest ports under the Chief Directorate of the Northwestern Fleet had a Port Captain (Nachalnik Porta), first deputy who was Chief Engineer, and a second deputy who was Chief of Operations. In general, the administration was composed of two basic groups of personnel: Management (Admupravlencheskiy Personal), and Operations (Operativno-Proizvodstvennyi Personal).
7. Under Management were the following sections: Exploitation [sic], Marine-Engineering, Mechanized Facilities, Commercial, Signal, Planning, Labor and Wages, Accounting, Finance, Personnel, Mobilization, Secret Documents and Cipher, Construction, Administration, Billeting, and Port-Inspector.
8. Under Operations were the following sections: Loading and Unloading Equipment, Warehouse, Passenger Transport, and Port Sectors Mechanized Equipment (larger ports were normally divided into two or three sectors).
9. To the largest maritime ports were usually attached: transport motor pools, conveyor (transportery) pools, various repair shops, building and repair maintenance sections, one or two detachments of militarized guard service, and some fleet units.
10. The number of stevedores in mechanized ports depended on the average tonnage of processed cargo. The basis for the stevedore T/O was 15 tons of cargo daily per stevedore.
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